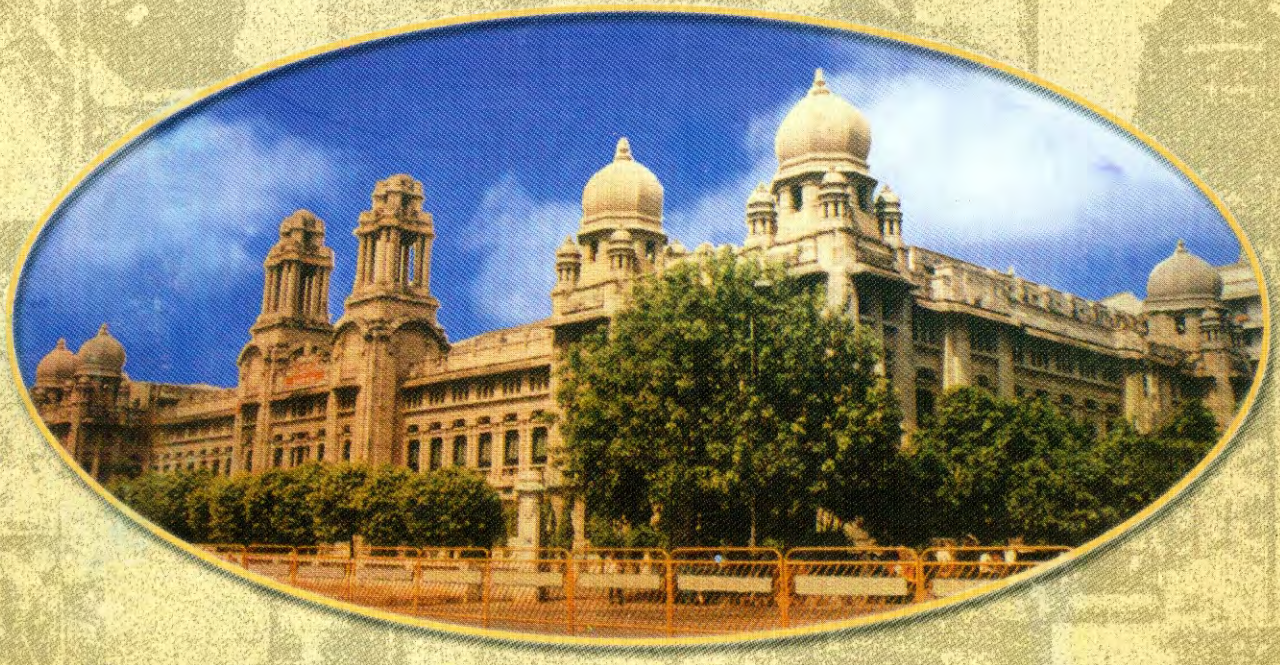


Golden Memories
Golden Achievements
Golden Jubilee

Golden Jubilee Year of Southern Railway

50

THE DAWN OF A NEW ERA

Loud cheers rent the air as the horseless carriage, set out on its maiden journey from Stockton, England. It was **September 27, 1825.** There was a sense of anticipation and thrill. Gentlemen in top hats and fashionable coats, ladies in their pretty gowns, and well-dressed children looked expectantly as the first railway in the world, designed for locomotives set out to Darlington at a speed of 12-16 miles an hour. Designed by George Stephenson, the locomotive weighed eight tons and ran on malleable iron rails – more suitable for locomotives than the cast-iron rails used for the more crude tramways.

IT TOOK ALMOST 28 YEARS FOR RAILWAYS TO PUFF INTO INDIA.

Royapuram - Headquarters of Madras Railway Company - 1856

It was in 1853 that the first chapter was written in the history of Railways, by Robert Stephenson (the son of George Stephenson). The historic journey between Bombay and Thane ushered in the transport revolution in India.

Three years later, it was time for another historic journey, this time in the Southern Peninsula. On the 28th of May 1856, the steam wonder set out on a 65-mile journey between Royapuram and Wallajah Road or Arcot, as it was then known. Thousands of people watched with bated breath history being created. In their eyes was hope for tomorrow. The vision of a progressive future. The dreams of development... all ushered in by one small journey, a journey, which was the first step towards hundreds and thousands of future journeys.

As more historic journeys were undertaken, as milestone after milestone was steadily reached and as the success story unfolded, an integrated transport infrastructure gradually took shape. And dreams were transformed into happy reality.

MADRAS & SOUTHERN MAHRATTA RAILWAY

The Madras Railway Company, the pioneer who brought the wonder to this part of the sub-continent, commenced its operations with the opening of the Royapuram-Wallajah Road in 1856. The Madras Railway Company had gone up to Kadalundi in 1861 and Calicut in 1888. The Jolarpet-Bangalore cantonment section opened in 1864, went up to Bangalore City in 1882. By 1862 the Railway extended up to Renigunta and the line was further extended in stages up to Raichur by 1871. From 1st January, 1901, the Madras Railway Co., took over the East Coast State Railway, which had opened the line from Rajamundry to Waltair and Bezwada to Kovvur in 1893.

Dharwar - Headquarters of Madras Southern Maratta Railway - 1908

Meanwhile, the Southern Mahratta Railway Company, working under a contract since 1882 with it's headquarter

at Dharwar, started with the opening of Hospet to Bellary and Gadag to Hotgi section in 1884. The Southern Mahratta Railway constructed and worked most of the M.G. portion in addition to working for the West of India Portuguese Railway. The section in Goa terminating in Mormgao was opened for traffic in 1888. By the end of 1890, the Southern Mahratta Railway extended from Poona to Mysore (via-Bangalore) and from Bezwada to Mormagao.

On 1.1.1908, the Madras Railway Company and the Southern Mahratta Railway Company came together to form the Madras and the Southern Mahratta Railway Company.

The South Indian Railway

The **"Great Southern of India Railway"**, opened its first line for traffic between Negapatnam and Tanjore, in 1861 and extended it up to Trichinopoly in March 1862. It was subsequently linked to the Madras-Beypore line via-Erode. On 01.7. 1874, the Great Southern of India Railway amalgamated with the **Carnatic Railway Company** giving birth to the **South Indian Railway Company**.

Tbirchinappalli - Headquarters of South Indian Railway - 1922

The newly-formed South Indian Railway, with its headquarter in Tiruchinappalli, progressed rapidly and by the end of 1880, the South Indian Railway Company had constructed the line from Madras to Tuticorin, a distance of 444 miles with branch lines from Trichinopoly to Erode, Chingleput to Arakkonam, Tanjore to Negapatnam, Maniyachi to Tirunelveli and Villupuram to Gingee river. The South Inadian Railway was purchased by the State and handed over together with the **Villupuram-Guntakal State Railway** to a new company – the **South Indian Railway Company Limited** on 01-1-1891.

The section from Dharmavaram to Guntakal was handed over to the Southern Mahratta Railway Company in 1893. The South Indian Railway Company haded over to the amalgamated Madras and Southern Mahratta Railway Company, the metre gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur while retaining running power over the Broadgauge section from Madras to Bangalore.

The Mysore State Railway

The Mysore State Railway dated back to 1912 when the Mysore-Arasikere (M.G.) section was opened. On 1.10.1919 the Madras and Southern Mahratta Railway Company handed over to the Mysore Durbar the metre gauge sections of Bangalore - Mysore - Nanjangud and Birur - Shimoga.

The Chickjajur-Chitaldrug section was opened on 1.7.1921. On 1.1.1938 the metre gauge lines from Bangalore - Harihar and from Yeshwantpur - Hindupur were handed over to Mysore State Railway.

Mysore - Headquarters of Mysore State Railway - 1930

Each of thees three Railway had a distinctive role to play. The Madras and Southern Mahratta Railway covered both the states of Madras and Bombay and brought them together, in addition to serving as the artery between the North and South of India. The Mysore State Railway bridged the gap left by the Madras and Southern Railway between Madras and Bombay states. The South Indian Railway brought the states of Madras and Travancore - Cochin together.

Integration And Regrouping Of Indian Railways - Formation Of Southern Railway

In 1944, all Company Railways were taken over by the Government. And three years later, when India woke up to independence in 1947, the stage was set for the integration of different Railways into smaller zones.

In 1948, immediately after independence, there were as many as 42 different railway systems - a multiplicity of railway administrations, varying in size and standards.

The regrouping proposals put forward by the various committees were studied in great detail to ensure that a unification could be achieved with the least disturbance and dislocation. Important associations of railway-users, Chambers of Commerce and Industry, the State Governments and acknowledged experts both in India and abroad were fully consulted.

Shri N. Gopalaswamy Ayyangar - the then Minister for Railways, was the principal architect of the regrouping of Indian Railways. In December 1950, the Central Advisory Committee for Railways approved the plan for Indian Railways into six Zonal systems, namely, the Northern, the North-Eastern, the Southern, the Central, the Eastern and the Western.

The Southern Railway zone (9,654 route km) was the first zone to be formed. Created on April 14, 1951 by the merger of the Madras and Southern Mahratta, the South Indian and The Mysore State Railway, the economic and geographical factors of this zone facilitated an early integrated network. This amalgamation was a major step towards streamlining and organizing the working pattern of the Railway system.

Shri. K.R. Ramanujam was the first General Manager of the newly formed Southern Railway.

The Inaugural Function

On the auspicious occasion of the Tamil New Year Day (April 14, 1951), the integrated Southern Railway system was inaugurated.

It was evening. The stately Headquarter Building was tastefully-decorated for the occasion. Coloured lights cast a magical glow on the proceedings. Adding their own glow, were the many luminaries who graced the occasion. There was His Excellency the Governor of Madras who had been invited to preside over the function. **Shri. N. Gopalswamy Ayyangar**, the then Minister for Railway and Transport, was the special invitee who was called upon to inaugurate the system. Then there were hundreds of other distinguished guests: Ministers, Judges of the High Court, Railway Officers and other prominent officials.

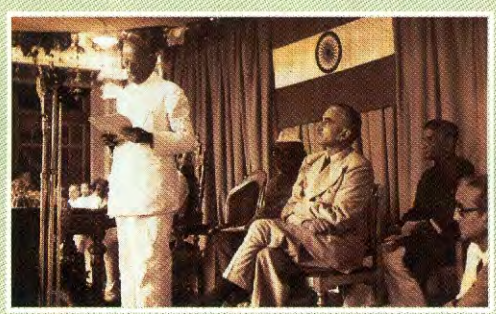
His Excellency the Governor of Madras Maharaja Sri Sir Krishnakumarasinhji Bhavsinhji delivering his address at the inauguration ceremony of formation of Southern Railway on 14-4-1951. Others seen in the picture are from left to right Shri. K.R. Ramanujam, 1st General Manager of Southern Railway. Hon'ble Chief Minister of Madras Shri. P.S. Kumaraswamy Raja, Hon'ble Union Minister Shri. N. Gopalaswamy Ayyangar Hon'ble Deputy Minister Shri K. Santhanam and Chairman Railway Board Shri. F.C. Badhwar

As the function began, a quiet hush fell over the gathering. **Shri. K.R. Ramanujam**, the first General Manager of Southern Railway stood up and with quiet dignity welcomed the distinguished guests.

Mr. C.R. Srinivasan Editor, Swadesamitram and Shri. K.R. Ramanujam G.M. Souther Railway (14.4.1951)

Referring to the integration of the Madras and Southern Mahratta Railway, South Indian Railway and the Mysore State Railway as a rational development, **His Excellency the Governor of Madras** said the "new grouping of Railways marks an important milestone in the history of our Railway Administration...it is our hope and trust that this unified administration will lead to greater efficiency and smoothness of working both in the transport of goods and the conveyance of passengers".

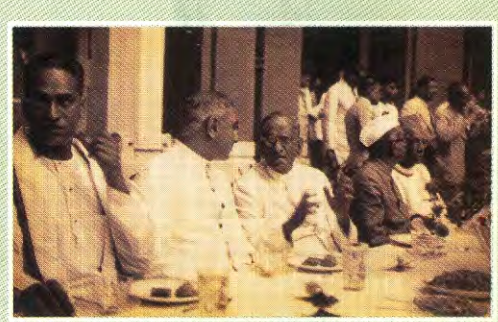
In his inaugural address, **Shri N. Gopalaswamy Ayyangar**, stressed the need for amalgamation. "A unification of this nature has been long over due. It was demanded in the interests of the public almost 50 years ago...This integration into one system is of profound significance in the south. .....The amalgamation of the three Railways into a unfied system will immediately release to better utilization, equipment and resources which had lain partly immobilized in the individualized working of separate units", he said.



Hon'ble Shri. N. Gopalaswami Ayyangar, Union Minister for Railways delivering the inaugural speech. Mr. F.C. Badhwar, Chairman. Railway Board is seen on the leftof Hon'ble Shri. K. Santhanam,. Dy. Minister

Shri K. Santanam, the then Minister of State for Transport and Railways hailed the formation of Southern Railway as a proud record of achievement. "I have no doubt whatsoever that the new Southern Railway will bring great advantages to the country as a whole and to South India in particular... Already, the Madras and Southern Mahratta Railway, South Indian and Mysore Railways have a fair record of efficiency. I am sure this record will be bettered by their amalgamation".

Amidst cheers from an august gathering on that solemn evening, an electrically illuminated chart of the newly created Southern Railway System was unveiled. And thus began the long and gloriously successful career of Southern Railway. A journey that witnessed some of the most remarkable achievements in India's rail history. A journey that took millions of passengers to their destination. A journey that served many industries and enterprises. A journey that helped augment the socio-economic development of the regions it touched.



Hon'ble Shri. N. Gopalaswami Ayyangar, Union Minister for Transport and Hon'ble Shri. K. Santhanam, Dy. Minister and Shri. P.S. Kumaraswamy Iyer and other dignitaries at the inaugural ceremony.

Milestones Reached During The Golden Journey

The journey that began on April 14, 1951 has been a truly rewarding one, marked with memorable milestones, remarkable achievements and path-breaking innovations. The pioneering spirit of Southern Railway has been translated into many a first-of-its-kind service. And its customer-centric philosophy has resulted in many passenger-friendly amenities.

Some of the major milestones crossed by the Southern Railway in its memorable journey during the last 50 years are:

Ernakulam - Quilon MG line - turning of first sod by Shri Jawaharlal Nehru, Prime Minister of India	24.12.1952.
Formation of Divisions in Southern Railway	16.05.1956.
Opening of Renigunta - Gudur broad gauge section	23.08.1957.
Opening of Ernakulam - Quilon metre gauge line	January 1958.
Establishment of S & T workshop Podanur	1958.
Conversion of DC 1500 V electrified system to 25 KV AC system from Madras Beach to Tambaram	January 1965.
Creation of South Central Railway and handing over of Bezwada, Guntakal and Hubli Divisions to SC Railway	02.10.1966.
Broadguage conversion of Ernakulam - Quilon MG section	23.11.1975.
Inauguration of Trivandrum - Ernakulam BG section	13.09.1976.
Electrification of Madras - Gummidipundi section	13.04.1979.
Inauguration of Mangalore - Hassan MG line	20.05.1979.
Electrification of Madras Beach - Korukkupet - Madras Central	09.08.1979.
Creation of Trivandrum Division	02.10.1979.
Electrification of Madras - Trivellore section	29.11.1979.
Creation of Bangalore Division	27.07.1981.
Electrification of Trivellore - Arakkonam section	03.09.1982.
Electrified train services between Madras - Katpadi	11.08.1984.
Phasing out BG Steam Locomotives	1985
Inauguration of EMU services Madras - Avadi	14.04.1987.
First solid state interlocking in Indian Railways at Srirangam Station	25-07.1987.
Introduction of Computerised Passenger Reservation	02.10.1987.
Inauguration of Karur - Dindigul BG line	06.08.1988.
Opening of Ernakulam - Alleppey BG line	15.10.1989.
Inauguration of MRTS project between Madras Beach - Park Town	16.09.1991.
Introduction of first Rajdhani Express in Southern Railway between Bangalore - Nizamuddin	01.11.1992.
Inauguration of Alleppey - Kayankulam BG line	20.11.1992.
Electrification of Jolarpettai - Bangalore section	March 1992.
Opening of Bangalore - Mysore BG line	16.04.1993.
Inauguration of Karur - Dindigul - Madurai - Tuticorin BG project	21.10.1993.
Introduction of first Shatabdi Express between Madras - Mysore	09.05.1994.
Inauguration of Chickjajur - Chitradrug - Rayadrug BG line	31.08.1994.
Inauguration of Madras Beach - Tambaram BG line	02.04.1995.
Opening of Salem - Bangalore BG line	11.01.1997.
Inauguration of MRTS project between Madras Beach - Thirumayilai	19.10.1997.
Inauguration of Tambaram - Tiruchirappalli BG line	22.08.1998.
Opening of Tiruchirappalli - Dindigul BG line	06.01.1999.
Centenary Celebrations of Nilgiri Mountain Railway	15.06.1999.
Inauguration of Electric traction between Trichur - Ernakulam	23.07.2000.
Opening of 100th Computerised Passenger Reservation Centre at Kovilpatti	13.10.2000.
Commissioning of optical fibre communication link between Villupuram-Trichy	30.10.2000.
Inauguration of new BG line between Penukonda and Puttaparthi	22.11.2000.

SOUTHERN RAILWAY

Designed and produced by Adwit (India) Pvt. Limited